AMENDMENTS TO THE CLAIMS:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing Of Claims:

1-14. (Canceled).

15. (Currently Amended) A method for operating an internal combustion engine having at least one triggerable intake valve and at least one triggerable discharge valve, comprising:

directly starting the internal combustion engine in a start-up operating mode in which the discharge valve discharges an exhaust gas of the internal combustion engine; and

following the directly starting, operating the internal combustion engine in at least one additional operating mode;

performing a retardation involving at least one of:

time-retarding a starting discharge instant of the discharge valve with respect to a standard discharge instant used during the at least one additional operating mode, and

time-retarding an opening instant and a closing instant of the intake valve with respect to a standard closing instant used during the at least one additional operating mode, the intake valve being used during the start-up operating mode for an aspiration of a fresh gas.

16. (Previously Presented) The method as recited in Claim 15, wherein the retardation is implemented by adjusting at least one of a discharge camshaft that triggers the discharge valve and an intake camshaft that triggers the intake valve.

17. (Previously Presented) The method as recited in Claim 16, further comprising:

using a phase actuator in each case to adjust one of the intake camshaft and the discharge camshaft.

18. (Previously Presented) The method as recited in Claim 16, further comprising:

using a phase actuator for the simultaneous adjustment of the intake camshaft and the discharge camshaft.

19. (Previously Presented) The method as recited in Claim 16, further comprising:

using a valve-gear system influencing an opening time of one of the intake valve and the discharge valve to adjust one of the intake camshaft and the discharge camshaft.

20.   (Previously Presented) The method as recited in Claim 16, wherein at least one of the intake camshaft and the discharge camshaft is already adjusted during a deactivation of the internal combustion engine for a subsequent start in the start-up operating mode.

21.   (Previously Presented) The method as recited in Claim 15, wherein at least one of the intake valve and the discharge valve is triggered by a camshaft-free valve-gear system.

22.   (Previously Presented) The method as recited in Claim 15, wherein a valve lift of one of the intake valve and the discharge valve is varied.

23.   (Previously Presented) The method as recited in Claim 15, further comprising:
        decreasing the retardation in a stepwise manner with increasing rotational speed of the internal combustion engine.

24.   (Previously Presented) The method as recited in Claim 15, further comprising:
        deactivating the retardation once a predefinable minimum rotational speed of the internal combustion engine is exceeded.

25.   (Currently Amended) An internal combustion engine, comprising:
        at least one triggerable intake valve;
        at least one triggerable discharge valve that is directly started in a start-up operating mode and, following the start, is operated in at least one additional operating mode; and
        an arrangement for performing a retardation including at least one of:
                an arrangement for time-retarding a starting discharge instant of the <u>discharge</u> valve with respect to a standard discharge instant used during the at least one additional operating mode, and
                an arrangement for time-retarding <u>an opening instant and</u> a closing instant of the intake valve with respect to a standard closing instant used during the at least one additional operating mode, the intake valve being used during the start-up operating mode for an aspiration of a fresh gas.

26.   (Currently Amended) A control device for an internal combustion engine having at least one triggerable intake valve and at least one triggerable discharge valve that is directly started in a start-up operating mode and, following the start, is operated in at least one additional operating mode, comprising:

an arrangement for performing a retardation including at least one of:

an arrangement for time-retarding a starting discharge instant of the <u>discharge</u> valve with respect to a standard discharge instant used during the at least one additional operating mode, and

an arrangement for time-retarding <u>an opening instant and</u> a closing instant of the intake valve with respect to a standard closing instant used during the at least one additional operating mode, the intake valve being used during the start-up operating mode for an aspiration of a fresh gas.

27.   (Currently Amended) A computer program for a control device for an internal combustion engine having at least one triggerable intake valve and at least one triggerable discharge valve that is directly started in a start-up operating mode and, following the start, is operated in at least one additional operating mode, comprising:

instructions for performing a retardation including at least one of:

instructions for time-retarding a starting discharge instant of the <u>discharge</u> valve with respect to a standard discharge instant used during the at least one additional operating mode, and

instructions for time-retarding <u>an opening instant and</u> a closing instant of the intake valve with respect to a standard closing instant used during the at least one additional operating mode, the intake valve being used during the start-up operating mode for an aspiration of a fresh gas.

28.   (Previously Presented) The computer program as recited in Claim 27, wherein the computer program is stored on an electric memory medium.

29.   (Previously Presented) The computer program as recited in Claim 28, wherein:

the electric memory medium includes one of a flash memory and a read-only memory.

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